

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Novosibirsk Oblast)

REPORT

SUBJECT Information on the City of Novosibirsk

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General

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1. The population of Novosibirsk was approximately one million in mid-1954.¹ Refugees and wounded, who swelled this amount to about 1.5 million during World War II, left the city after the war was over. No census was taken while source was in the Soviet Union, and he believed that population records were obtained from birth records at the ZAGS office (Civil Status Records Registry-Otdel zapisi aktov grazhdanskogo sostoyaniya). The city was made up of 90 percent Russians, ten percent Cossacks (sic), large numbers of Tatars, some Armenians, Kirghiz, and Dagestanis (sic).² Chinese came to the city as students and tourists.
2. The weather of Novosibirsk became warmer during the period 1950 to 1954. Winter temperatures prior to 1950 were between -35 and -50 degrees C, while in 1954, temperatures were between -15 and -35 degrees C. The highest temperature in the summer was 30 degrees C, but this was only for a short period.

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IndustryAircraft Plants

3. The Chkalov Aircraft Plant, which employed over 1,000 workers, was located some two to 2.5 kilometers from the city (Target Area No. 2, Attachment)*. It contained over ten one and two-story buildings.³ A local train, which passed the area at normal speed, took up to ten minutes to cover the distance from one end of the plant to the other. The plant, which was never referred to by number, made single and twin-engine jet aircraft, aircraft parts, and engines.⁴ Source did not know the rate of production. The plant had one gate, which was guarded by uniformed guards, a carpenter shop, and a stone wall higher than a man (sic), along the west side. Employees were investigated for two to three months before they were permitted to work at the plant. Those who disclosed where they worked were sentenced to death (sic).
4. Unassembled aircraft were taken by trucks to a section of town called Dusya Kovalchuk (sic), where they were assembled and test flown from a nearby airfield (Target Area No. 8, Attachment).⁵ A new aircraft plant was under construction in this area, near the streetcar stop; it was almost completed in 1954.⁶ Quarters for air force personnel were located north of the new plant. A two-meter wooden fence was located along the street next to these installations. A pass was required to enter the restricted area.
5. Another aircraft plant, which built engines and provided parts for other types of military equipment, was located at Chkalov (sic), about three or four kilometers from Novosibirsk, in the western outskirts of the city.⁷ The plant had a carpenter shop; no airfield was located there. Workers were employed in three shifts, but the number of workers was not known to source.
6. An aircraft plant was believed to be located in Tolmachevo, west of the city (Target Area No. 12, Attachment).⁸ Source did not know what the plant manufactured. Source heard in 1950 that a new aircraft plant was built in the Berskiy district, located some 60 kilometers west of Novosibirsk.⁹ No information was available on the types of aircraft engines built at this plant.

Chemical Plant

7. Source heard that a large chemical plant was located in Bolshoye Krivoshchekovo, in southwest Novosibirsk (Target Area No. 5, Attachment).¹⁰ One shop in the plant was supposed to be harmful (vrednyy). Workers in this shop were issued one-half liter of milk and 50 grams of butter as extra rations in the plant's cafeteria. These workers were also authorized to purchase various food items from State stores at State prices.

Light Industry

8. A bulb plant was located in the Dusya Kovalchuk area. Four or five tall chimneys were seen in the Kirvasokova area (sic), and source thought that four or five factories were located there. Several new military factories were being built in Kirvasokova; he heard that one factory employed 6,000 workers. A tank munitions plant was also located in Novosibirsk. Source heard that gold from the Urals was shipped to a gold refinery located in the restricted area in the vicinity of Kamenskoye (Target Area No. 1, Attachment).¹¹

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Military

9. The Officers' Home (ofiterskiy dom) was a three-story brick building, located on Krasnyy prospekt.¹² The headquarters of the Novosibirsk Military District (voyennyi okrug) was a four-story brick building, located one block from the Officer's Home, on Krasnyy prospekt.¹³ The ground floor of the building was painted blue, and the other floors were painted white.
10. Many military barracks, which housed the various services, were located on the outskirts of the city. Barracks were located on Chulinitskaya Street.¹⁴

Air

11. Some of the military planes which flew from Novosibirsk were jets. Training flights in groups of three or four were frequently seen over the city. With the exception of inclement weather, planes flew almost every day. Commercial planes used the Chkalov Aircraft Plant field. An airfield was located due north of the city, and another one was located near Tolmachevo (Target Area No. 12, Attachment). It was believed that an air force unit, stationed at a military post (voyennyi gorodok) north of the city, might have used an airfield believed to be in that area (Target Area No. 11, Attachment).

MVD

12. The four-story MVD building in Novosibirsk, which was being enlarged, was located near ulitsa Kommunisticheskaya and could be reached by taking streetcar No. 1.¹⁵ A clock was on top of the building, and a sign was over the door. Two guards, who wore green caps and green pistol belts, stood at the door. Caps, shoulder boards, and pistol belts of security officers were red. The passport office was located in a building opposite the MVD building.

Public Buildings and LandmarksGovernment

13. The City Council (gorsovet) building was a six or seven-story brick building, with cement veneer, located on Krasnyy prospekt.¹⁶ The Rayon Executive Committee (rayispolkom) building was brick, faced with dark brown cement veneer, and located one block from the MVD building, on the corner of Krasnyy prospekt. Government buildings were located in the center of the city, around Red Square. Public gardens were located on Krasnyy prospekt.

Hospitals

14. Polyclinics and hospitals were located in all of the rayons in Novosibirsk. Hospitals in the rayons were not as large or as fully equipped as those in the city. Admission to the hospital was by an admission certificate, signed by a rayon medical officer. There were over 50 hospitals in Novosibirsk.¹⁷

Shops

15. A large bookshop was located on Krasnyy prospekt in Novosibirsk. A smaller bookshop was located a short distance from the larger shop on the same street.

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A large department store (univermag) was located opposite the railroad passenger station.¹⁸ Markets, which sold old and new clothing and furniture on Sundays, were located on the outskirts of the city. No food was sold there (sic). Drapery and novelty shops were also open on Sunday but closed on Monday. Generally, Sunday was a holiday. There were no cafes in Novosibirsk, but there were tearooms, which were located inside the State stores.

16. A large five-story apartment building for workers was under construction near the railroad passenger station. The ground floor of the building was to house stores and shops. Busts of Stalin and Lenin were on both sides of the entrance to Stalin Gardens and a large statue of Stalin stood in Red Square. Statues of Lenin and Stalin also stood on the square in front of the Railroad Directorate Building.¹⁹ Lenin's statue stood opposite the main entrance, inside the Novosibirsk post office.²⁰

Streets

17. Some streets in Novosibirsk were:*

- a. Ulitsa Baydukova: Started from the Opera House and ran in a southwest direction.²¹
- b. Ulitsa Frunze: Ran from Krasnyy prospekt in a southwest direction.
- c. Ulitsa Yermaka: Started from the center of the city and ran in an eastern direction.
- d. Ulitsa Nekrasova: Started from the center of the city and ran in an eastern direction.
- e. Ulitsa Krylova: Started from the center of the city and ran in an eastern direction.
- f. Ulitsa Lomonosova: Started from the center of the city and ran in an eastern direction.
- g. Andratovskaya Street: Ran from the center of the city in an eastern direction.²²
- h. Krasnyy prospekt: Ran in a northern direction.
- i. Leninskaya Street: Ran from the center of the city in a western direction.²³
- j. Ulitsa Yeniseyskaya: Located in the eastern part of the city.
- k. Ulitsa Burlinskaya: Located in the eastern part of the city.
- l. Ulitsa Sovetskaya: Located in the eastern part of the city.
- m. Ulitsa Vokzalnaya: Ran from the Novosibirsk railroad terminal to Krasnyy prospekt.
- n. Ulitsa Krasnoyarskaya: Located in the western part of the city, near ulitsa Vokzalnaya.
- o. Chulinit'skaya Street: One of the main streets in Novosibirsk; it was about two kilometers long and ran from the center of town in a north-eastern direction.

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- p. Ulitsa Gogolya: Ran from the center of town in a northeastern direction.
- q. Golotskoy Street (sic): Ran from the center of town in a northeastern direction.
- r. Ulitsa Sennaya: Ran from the center of town in a northeastern direction.
- s. Ulitsa Kamenskaya: Direction and location could not be determined.²⁴
- t. Some of the other streets in Novosibirsk were: Vagzanni, ulitsa Omskaya, Podromskiy, Golosgoy, and ulitsa Irkutskaya.²⁵

Bridges

- 18. There was a wooden pontoon bridge over the Ob River, which was usually dismantled in September when the river froze. The bridge, which could hold trucks up to ten tons in weight, was erected again in late April or the middle of May.²⁶ The middle span was left open from about 0100 hours to about 0600 hours. Pedestrians and vehicles moved over the ice when the river froze.
- 19. There was a steel railroad bridge, which was supported by reinforced concrete piers, in Novosibirsk. The number of arches or tracks of the bridge was not known.
- 20. A new reinforced concrete and stone bridge in Novosibirsk had been under construction since 1944 and was to have been completed in 1948. The bridge was to accommodate pedestrian, streetcar, and motor vehicle traffic. Source thought that the bridge was to cross ostrov Koroviy, and go toward Bolshoye Krivoshchekovo or Maloye Krivoshchekovo.

TransportationRail

- 21. A railroad freight station and railroad passenger station were located in Novosibirsk. The Altaysk freight station was located west of the city, approximately one to two kilometers east of the passenger station.²⁷ The passenger station, a large two-story building, perhaps larger than the Moscow railroad station, was located on ulitsa Lenina.²⁸ It was about 70 to 80 meters long and 40 to 50 meters wide. The names of the larger cities, such as Moscow, Leningrad, Tashkent, Kharkov, and Vladivostok, were printed above the ticket windows, which were located on the right and left side of the great hall in the station. The passenger station had four platforms, all joined by underground tunnels. The station had a station master who had an office with an office plate on his door. Railroad workers at the station wore uniforms with white shoulder boards. The station area was not fenced off. Train tickets could also be purchased in the city ticket office, located in a building near the Opera House.
- 22. Source had heard the term bronnyy билет once used and believed that a railroad official used the term. This was believed to be a yearly permit used by railroad workers, good for a two-week or one-month period.²⁹ Source never saw these tickets being sold at the ticket windows, and he did not believe that they could be purchased.
- 23. Most of the rail line between Novosibirsk and Moscow was double-tracked. On his trip to Moscow, source's train had to stop at a station to allow a

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train from the other direction to pass. Source's train [] was printed on his ticket. Train numbers could also be found on printed schedules which hung on station walls. Two trains left for Moscow daily, and two trains arrived from Moscow daily.

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Streetcars

24. The numbers of the electrically-driven streetcars in Novosibirsk were placed in the front and rear of the car. Streetcar No. 1, made up of two cars, ran from the railroad station at the center of town, up Chulnitskaya Street, toward Opera Square, and then to Lizhminiy to the end of the line, near the new bridge.³⁰ Streetcar No. 2, made up of three cars, started from the center of town at ulitsa Gogolya and went to the Chkalov Aircraft Plant. Streetcar No. 3, usually made up of two cars, also ran to the Chkalov Aircraft Plant, by way of Chulnitskaya Street, with stops at the railroad station, Burlinskaya Dom, Zelenyy Bazar, Kholoskoy (sic) Street, ulitsa Sennaya, Golutskiy (sic), Gogolya, Kansi (sic), and Molokov (sic) Streets, and then to the plant. Streetcar No. 7 started at Opera Square and went along Krasnyy prospekt. The line left Krasnyy prospekt and followed an underpass of the Novosibirsk-Vladivostok railroad line. A double streetcar track was being laid in the vicinity of the underpass. Dusya Kovalchuk, which was the heavy industrial district, was the third stop past the underpass. The car went as far as the meat combine before it returned to the city.³¹ A branch line ran from the left of Molokov Street to the streetcar barn near Budenny Park. Source heard that streetcars also operated in Levoberezhnyy Novosibirsk, though he was never in that area. Streetcar fare in Novosibirsk was 30 kopeks.

Buses

25. The bus depot in Novosibirsk was located near Zelenyy Bazar. Bus No. 1 went from ulitsa Kamenskaya to the railroad station. Bus No. 2 went from Krasnyy prospekt to the District Hospital, to the meat combine, and then back to the city. Bus No. 3 went from Opera Square to the Chkalov Aircraft Plant. The fare on the gas and diesel-driven buses, depending on where one wanted to go, was 40 to 80 kopeks.

Taxis

26. A great number of taxis, painted various colors, operated around the railroad station in Novosibirsk. Taxi fare was 20 rubles and drivers were not tipped.

Airplane

27. There was airplane service between Novosibirsk and Vladivostok.

River

28. Small diesel boats, about 15 to 18 meters long, with a capacity of 100 to 150 people, operated on the Ob River. Source had gone as far as the Tatarskiy district and Tsvitochniy (sic), a resort town. The river was not navigable until April, because of the freezing river. On rare occasions, the river was unnavigable until late summer or early fall, because of a lack of water.

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ServicesPostal

29. Ordinary letters in the Soviet Union could be sent for 45 kopeks, 40 kopeks of which were for stamps and five kopeks for the envelope. If a letter was sent without a stamp, the addressee had to pay the postman one ruble for the letter. Stamps and envelopes could be purchased at the post office. A registered letter, which could be sent for one ruble, had to be sent from the post office where clerks, at separate windows, gave the sender a receipt. Air mail letters cost 1.5 rubles and could be dropped in mail boxes. Air mail registered letters cost two rubles, but had to be sent from the post office to permit the sender to receive his receipt.

Public Utilities

30. City dwellers had electricity in the homes, but some villagers did not have electric power. Electricity was very expensive, and frequently the power failed.³² The voltage was usually higher at night, though infrequent plant repairs lowered the voltage.
31. Few houses in Novosibirsk had running water.
32. A call on the automatic telephone exchange in Novosibirsk cost 15 kopeks. There were no public phones at the squares or other open areas. Telephones were inside the stores and in other establishments.

Living Conditions

33. The people of Novosibirsk had difficulty in providing for their needs because of a lack of goods and tight Government controls on the entire economic life of the community. Wages in Novosibirsk varied from 200 to 500 rubles [a month], depending on the occupation. Engineers and specialists and a worker employed in the drapery section of a State store (sic) earned about 1,000 rubles. Domestic workers earned about 100 rubles a month.
34. The State adjusted prices every March by reducing the prices on the poor-selling goods and increasing the prices on the better-selling goods. The reduction or increase did not usually exceed ten to 15 kopeks. The prices of some articles in Novosibirsk were:

<u>Item</u>	<u>Unit</u>	<u>Price (in rubles)</u>
a. Suit (best quality)	1	2,000 - 2,500
b. Suit (fair quality)	1	1,500
c. Suit (poor quality)	1	600
d. Shoes (best quality)	1 pair	400
e. Shoes (fair quality)	1 pair	200
f. Shoes (poor quality)	1 pair	70
g. Shirt (best quality)	1	350
h. Shirt (fair quality)	1	80

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i. Ladies' silk hose	1 pair	40
j. Men's hose (good quality)	1 pair	8
k. Cotton socks	1 pair	5
l. Cap (good quality)	1	100
m. Cap (fair quality)	1	50
n. Overcoat (good quality)	1	1,500
o. Overcoat (fair quality)	1	800
p. 120-watt bulb	1	3
q. Bulbs	Other	up to 5
r. Coal	1 ton	1,000

35. Soviet-made goods were considered worthless; as a result, the people preferred foreign-made items. Clothing made from silk imported from China was very popular.

36. Coal was shipped in from Kolchov and Kamenev (sic).

37. The State had begun to support the peasants by reducing his taxes and by allowing each peasant to keep two cows, five sheep, and poultry. Formerly, he was allowed to keep but one cow. The State, however, still favored the urban worker.

Socio-Political

Birth Registration and Documentation

38. All new-born babies in the Soviet Union were delivered in nursing homes. The director of the nursing home informed the ZAGS office of the birth, and this was recorded in the father's file. A document showing the name and sex of the child, date and place of birth, and parents' names was issued by ZAGS to the parents. This document was used by the child until the age of 16, when it was submitted to the local police authorities for the passport.

39. A worker had to have a document from his previous employer in order to secure a new job. A document marked bad conduct forfeited the worker's right to employment.

Radio

40. Those who had radios in Novosibirsk could listen to both local and foreign broadcasts. However, there was a reluctance to listen to foreign broadcasts, because those who were apprehended were questioned by police authorities. Although the populace generally believed what they heard over the radio, there were instances when situations were so exaggerated that none believed them. They laughed at a broadcast carrying the item

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that five-year old children in the United States and Turkey were forced to work. The people were tired of always listening to propaganda. Educated people were more skeptical of the news than illiterates and the youth.

41. Many people in Novosibirsk owned receiving sets which could bring in foreign broadcasts. Loudspeakers located in the squares, outside of large buildings, and in public gardens, carried news and music programs. The authorities collected all radio receivers during the war, but sets began to reappear in recent years.

Newspapers

42. The daily newspaper in Novosibirsk was the Krasnyy Sibirsk.³³ The Moskovskiy (sic) came from Moscow. Both were printed in the Russian language. The people were tired of reading all of the propaganda in the newspapers.
43. The Russians and the Jews hated one another. Jews holding important factory jobs tried to avoid hiring Russians. The Jews were generally considered politically unreliable.

Religion

44. The two churches in Novosibirsk were crowded every Sunday, and those who could not get inside joined in the mass outside. One church was large, and another was small; both were supported by contributions from the people. A new building bought by the Turks in Novosibirsk was converted into a mosque. The money for the new building was obtained from money provided by the Soviets when the original building of the Novosibirsk Turks was expropriated, and from additional contributions made by the Turks. The building, located on ulitsa Gogolya, had no minaret. There was no hostility among the various religious groups in the city.

Bribery

45. Bribery, though a common occurrence in Novosibirsk, was only possible on a small scale and for such things as theft; bribing a financial inspector who would levy a smaller tax on an owner of a small establishment who had to report daily earnings; and, in some cases, bribing MVD personnel who would receive a considerable amount of money and whose safety and position were guaranteed.

Blackmarketing

46. Blackmarketing was punished with severe sentences of five to ten years' imprisonment. A gold refinery employee, involved in stealing a case of gold dust, received a ten-year sentence at hard labor. Gold and foreign exchanges were two commodities most frequently blackmarketed. There was no blackmarketing of foodstuffs. Source's landlord offered him 100 dollars for 3,000 rubles, but he refused because the price was too high. Local authorities were constantly faced with the blackmarketing problem.

Thievery

47. Thieves and drunks, armed with knives, were very common in Novosibirsk. Banditry had been on the increase since the amnesty to petty criminals in 1953. Prisons and corrective labor camps once emptied were filled again.

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However, the problem of vagrancy was under control. Cursing was common, especially in the market places. This was equally common among women. One woman was known to have received a five-year sentence for stealing a bar of soap from the factory where she worked.

48. Family disturbances and numerous divorces resulted from women being forced to work outside the home to help support the family. Thirty-year marriages were known to have been broken. A husband and wife were forbidden to work at the same place. Though workers observed an eight-hour day and a six-day work week, they felt that their condition was worse now than it had been before World War II, and that the Government had deceived them with the many promises that had been made.

Health Conditions

49. Some sections of Novosibirsk were plagued with mosquito problems as a result of the swampy areas. However, though nothing was done to correct the situation, no case of malaria or other mosquito-carrying disease had been heard of. An illness called rak (cancer), which caused swelling of the lips, eyes, breast, and stomach, was found among the people. Patients were operated on, but in most cases, they died within six to eight weeks. Recovery from the illness was very slow, but research was being carried on to find a cure for the illness. Rumors were that the illness was introduced into the area by American food, sent to the USSR during World War II (sic).

Housing

50. Most of the homes in Novosibirsk were made of logs; cracks were filled and then plastered to give a smooth surface. Floors of the one-story, stove-heated dwellings were made of wood, roofs were made from sheet iron or wood, and no tiles were used in home construction. Toilet facilities were outside. Dwellings were numbered and had three to five rooms; one-room homes were also found. Many of these smaller homes in the center of the city were demolished to make room for brick apartments, which were no higher than six stories. Because of the constant lack of fuel in Novosibirsk, small windows were constructed in apartment buildings to conserve heat. Even cold summer evenings required heat. Source used about 1.5 tons of coal a year to heat his four-meter-square room. Few of the poorly-constructed brick buildings had central heating; nobody cared how things were built, and buildings looked old even before they were completed. Local brick was very poor.
51. A housing project was under construction in northeast Novosibirsk (Target Area No. 1, Attachment).
52. Most laboring and average wage-earning families lived in State apartment buildings. Two or three laborers would have to share one room. Doctors, engineers, Government officials, and other professionals, depending on their positions, were allotted two or three-room apartments. Those who owned their own homes could rent one room. Rent in Novosibirsk was high.

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Comments

1. An estimate for 1956 placed the population of Novosibirsk at 800,000.
2. According to available information, the population of Novosibirsk is made up of seven percent Ukrainians.
3. According to available information, this is the Novosibirsk Airframe Plant i/n Chkalov, No. 153. Source erroneously stated on another occasion that this plant contained four or five buildings.
4. Source on another occasion said that the Chkalov Plant manufactured all parts except engines. According to available information, the plant may be receiving engines from Ufa Aircraft Engine Plants, Nos. A26 and B26.
5. This is Novosibirsk Airfield, Northeast, identified as the test and flyaway field for the Chkalov Plant. Cf., page 3, paragraph No. 11, ulitsa Dusy Kovalchuk is a street which runs roughly from the Ob River on the west to north central Novosibirsk, to the City Hospital. There is no available information as to whether the street runs beyond the hospital to the general area of the Chkalov Plant.
6. The Novosibirsk Motor Vehicle Plant, located slightly north of the Chkalov Plant, is of postwar construction.
7. According to one source, the Krasnyy Oktyabr Aircraft Engine Accessories Plant was located in the area of the Novosibirsk Heavy Machine-Tool and Hydraulic Press Plant i/n Yefremov, south of the Krivoshchekovo Railroad Station.
8. According to available information, the Novosibirsk Airfield, West, is located at Tolmachevo.
9. Berdsk (N54-48, E83-00), Novosibirsk Oblast, is located approximately 30 kilometers south of Novosibirsk. Aircraft Accessories Plant No. 296 and an Aircraft repair plant which was also reported as an assembly plant, are located at Berdsk.
10. Source could be referring to the Novosibirsk Chemical and Ammunition Plant UTES, No. 556, believed to be located in this area, or the Novosibirsk Tin Plant, located southeast of this area, near Maloye Krivoshchekovo.
11. According to available information, the Siberian Sibzoloto Gold Processing Plant is located in eastern Novosibirsk, 1.3 kilometers northeast of the main railroad bridge over the Ob River. The West Siberian Gold Trust Zapsibzoloto is located on Krasnyy prospekt.
12. According to available information, the Officers' Home in Novosibirsk is a five-story, gray stone building, located on Krasnyy prospekt.
13. According to available information, the Novosibirsk Oblast Military Commissariat is located on ulitsa Yeniseyskaya, and the headquarters of the West Siberian Military District is located in a five-story, gray stone building, on Krasnyy prospekt.
14. Ulitsa Chelyuskintsev is near the railroad terminal and runs between ulitsa Vokzalnaya and ulitsa Sovetskaya.

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15. According to one source, the MVD headquarters building was a five-story, yellow-colored building, located on ulitsa Oktyabrskaya.
16. According to available information, the City Sovet building is a five-story stone building, located on Krasnyy prospekt.
17. According to a 1950 source, there were only 14 hospitals in Novosibirsk.
18. According to available information, the Univermag is located on Krasnyy prospekt.
19. According to available information, The Directorate of the Tomsk Railroad System of the Ministry of Transportation is located on ulitsa Uritskogo.
20. According to available information, the main post office in Novosibirsk is located on ulitsa Sovetskaya.
21. According to available information, the Novosibirsk Opera and Ballet Theater is located on Krasnyy prospekt at Stalin Square.
22. Source probably refers to ulitsa Yadrintsovskaya for Andratovskaya Street.
23. Source probably means ulitsa Lenskaya or Leningradskaya ulitsa for Leningskaya Street.
24. Ulitsa Kamenskaya runs parallel to and between ulitsa Serebrennikovskaya and ulitsa Logovskaya.
25. Source probably means ulitsa Sakko i Vantsetti for Vagzanni Street and ulitsa Ippodromskaya for Podromskiy Street.
26. One source reported that the pontoon bridge had a weight capacity of 60 to 100 tons and that it could accommodate tanks.
27. The Novosibirsk Altaysk Railroad Station and Yards are located east of the passenger station, in south central Novosibirsk.
28. According to one previous source, the main passenger station in Novosibirsk is a seven or eight-story building, painted green and white.
29. The term bronnyy билет is believed to be a local term, meaning a special privilege pass or permit, used by railroad personnel.
30. Source is probably referring to Lineynaya ulitsa, which runs along the rail line in north Novosibirsk. Source previously said that the new bridge crosses ostrov Koroviy, which is located in the Ob River, in south Novosibirsk.
31. According to available information, the Novosibirsk Meat Combine is located on ulitsa Dusy Kovalchuk.
32. Source on another occasion said that electric power in Novosibirsk was free.
33. Source is probably referring to the newspaper Sovetskaya Sibir.

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